

UC system aiming to reduce world hunger, improve food research

U.C. President Janet Napolitano is announcing new policies on food research and efforts to reduce world hunger.

By Larry Gordon, Los Angeles Times, Tuesday, July 1, 2014

UC president Janet Napolitano to announce that all campuses and the agricultural programs will join forces.

New fellowships will be created to subsidize students on food and agricultural research and internships.

UC campuses will work to reduce food waste and expand food pantries and farmers' markets.

The University of California system is launching an effort to expand and focus research to help reduce world hunger, improve nutrition and aid farmers coping with climate change.

UC President Janet Napolitano, in comments to be delivered Tuesday morning, will explain that the system's 10 campuses, its large agricultural programs and the Lawrence Berkeley National Lab that UC manages will participate in the University of California Global Food Initiative.

Building on UC's already strong research on such varied topics as soils, citrus fruit and water purity, the effort will work "toward putting the world on a path to sustainably and nutritiously feed itself," according to a UC announcement.

Many of the details remain to be worked out,

but UC campuses are expected to take lead roles in one or more of the topics, depending on the expertise of their faculty, and the interests and needs of their communities.

Among other things, the UC president's office will fund three \$2,500 student fellowships on each campus for undergraduates or graduate students to work on research or related internships.

While faculty work on worldwide issues of climate and crop yields, UC aims to improve its internal policies on feeding its own students and staff, officials said. Campuses are supposed to boost collective purchasing power to encourage sustainable farming practices, expand practices to reduce food waste and add more food pantries and farmers markets.

Napolitano is scheduled to discuss the initiative at the Martin Luther King Jr. Middle School in Berkeley, where students grow and cook organic food as part of the Edible Schoolyard project. She will be joined by Alice Waters, founder of the Edible Schoolyard project and owner of the famed Chez Panisse restaurant in Berkeley.

Later in the day, Napolitano is set to present details to a Sacramento meeting of State Board of Food and Agriculture and is scheduled to visit a student-run garden at UCLA's Sunset Canyon Recreation Center.

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<http://www.latimes.com/local/lanow/la-me-ln-uc-food-20140630-story.html>

The California Department of Motor Vehicles (DMV) collects \$billions\$ using "Wallet Flushing" car tax. Is it time for CA AG Kamala Harris EPA GMO ethanol fuel waiver conversation?

CAPP contact: Charlie Peters

API urges EPA administrator to quit delaying ethanol mandates

By Nick Snow, *The Oil & Gas Journal*, June 30, 2014

The American Petroleum Institute urged the US Environmental Protection Agency to quit dragging its feet and issue final 2014 ethanol blending quotas that are months overdue.

"The continuing delays are unacceptable, fundamentally unfair, and show a continued disregard for congressionally mandated deadlines," API Downstream and Industry Operations Group Director Bob Greco said in a June 18 letter to EPA Administrator Gina McCarthy.

"Almost half of 2014 is behind us, yet EPA still hasn't finalized the ethanol requirements for this year," Greco separately told reporters. "The administration's inability to meet the congressionally mandated deadline of Nov. 30 is a clear example of how unworkable the [federal Renewable Fuels Standard] is."

API also is concerned that EPA might raise quotas in its 2014 proposal based on reasoning that E85—a blend of 85% ethanol with 15% gasoline—is a workable solution, he said during a June 18 teleconference.

"It is not," Greco said. "Only 6% of the current vehicle fleet can even use [the E85 blend]. But even those motorists have largely rejected the fuel because ethanol is less energy-dense than gasoline. That means lower miles per gallon—a

tank of E85 won't get you as far. And it means more money out of your wallet. According to AAA, E85 costs consumers more when accounting for lost fuel economy."

His remarks came as the Fuels America coalition said data from the Iowa Renewable Fuels Association's weekly comparison of prices in 18 states for E85 and gasoline with a 10% ethanol blend show drivers could have saved as much as 55¢/gal at the pump the past year by using E85.

Greco said the Obama administration's continued delays in finalizing renewal fuel mandates each year shows that Congress needs to repeal the RFS outright. "We have 218 members of the House behind us, which is more than half and includes both Democrats and Republicans," he told reporters. "This is strong bipartisan support. We expect the pressure to grow. It's an election year, which makes it difficult, but we don't think it's impossible."

RFS's intent was good, but it needs to be reformed, a US House member said a day earlier during the Canadian American Business Council's North America: Fueling the Future conference at the Canadian Embassy. "What we lack is the ability to adjust to changing situations," Rep. Bill Owens (D-NY) said. "It's something that needs to be revisited."

<http://www.ogj.com/articles/print/volume-112/issue-6d/general-interest/api-urges-epa-administrator-to-quit-delaying-ethanol-mandates.html>

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Dr. Stan's California water & fuel supply opinion

<http://mediaarchives.gsradio.net/radioliberty/121213d.mp3>

CAPP contact: Charlie Peters

Meeting will focus on the Cap-and-Trade Program and other environmental markets for California agriculture. President Napolitano will unveil new UC initiative focusing on food.

Sierra Sun Times, Monday, 30 June 2014 04:31

SACRAMENTO, June 25, 2014 – The California State Board of Food and Agriculture will hear about a new University of California initiative concerning food, and focus on the state's Cap-and-Trade Program and other environmental market opportunities for farmers and ranchers at its meeting on Tuesday, July 1st in Sacramento. This meeting will be held from 10:00 a.m. to 3:00 p.m. at the California Department of Food and Agriculture, 1220 'N' Street – Main Auditorium, Sacramento, CA 95814.

UC President Janet Napolitano will provide an overview of a new initiative in collaboration with the university's 10 campuses, three national laboratories, and UC's Division of Agriculture and Natural Resources. The initiative will address issues related to hunger and nutrition, both in California and around the world. The Cap-and-Trade discussion will focus on California as a national leader in taking preventative measures to help mitigate the impacts of climate change.

"Farming is a multi-beneficial endeavor," said CDFA Secretary Karen Ross. "Not only are farmers providing food to local and global markets, they are also providing on-farm benefits that enhance our environment and help mitigate the impacts of climate change."

California's Cap-and-Trade Program was initiated by Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 requires California to return to 1990 levels of greenhouse gas emissions by

2020. This will be achieved through a 15 percent reduction in overall greenhouse gas emissions. The Cap-and-Trade Program is the primary strategy in reducing greenhouse gas emission in the state.

Invited speakers on the topic include: Chairman Mary Nichols, California Air Resources Board; Robert Parkhurst, Environmental Defense Fund; Paul Buttner, California Rice Commission; Sandra Schubert, California Department of Food and Agriculture; Neil Black, California Bionenergy; Megha Lakhchaura, California Public Utilities Commission; Jeremy Sokulsky, Environmental Incentives, LLC; Bobby Cochran, Willamette Partnership; and Valerie Minton, Sonoma County Resource Conservation District.

"How we develop an expanded role for farmers and ranchers in addressing climate change is critical for California agriculture," said Craig McNamara, president of the California State Board of Food and Agriculture. "The commitment to sustainability and land stewardship that farmers continuously demonstrate aligns with the strategies that environmental markets aim to achieve."

The California State Board of Food and Agriculture advises the governor and the CDFA secretary on agricultural issues and consumer needs. The state board conducts forums that bring together local, state and federal government officials, agricultural representative and citizens to discuss current issues of concern to California agriculture.

This meeting will be streamed online at: <http://www.cdfa.ca.gov/LiveMediaStream.html>

Follow the board on Twitter at: www.twitter.com/Cafood_agboard

Article published by the California Department of Food and Agriculture on Monday, June 30, 2014 12:00 pm. The article is available for use by the public. The article is published under the Creative Commons Attribution-NonCommercial-ShareAlike license. For more information, please visit <http://creativecommons.org/licenses/by-nc-sa/4.0/>.

CAPP contact: Charlie Peters

Valley. He declined to say how much the association was spending.

"I think we all just kind of realized that there was going to be no quarter given by CARB," he said. "At this late date, we don't see out of the administration that there's going to be an adjustment for this, so we've got to take it to the streets."

Assemblywoman Kristin Olsen, one of the Republican lawmakers most vocally opposed to the regulation's expansion to transportation fuels, said any price increase on gas is "going to have a really harsh impact" in Central Valley cities still bruised by the recession.

The Riverbank lawmaker said she is "optimistic that we have an opportunity to do something different, or at least delay implementation."

Brown's political spokesman referred questions about the regulation's expansion to administration officials, who said they are preparing to go forward. Heavily favored to win re-election, Brown has ignored Kashkari's effort to tie concerns about gas price increases to the

cap-and-trade program's inclusion of money for high-speed rail. The rail project is a priority of Brown's, but its popularity has fallen off, and Kashkari calls its cap-and-trade funding source a "regressive tax" on residents who cannot afford it.

Still, Brown has demonstrated sensitivity to the pressure of gas prices before.

In 2012, Brown called on state regulators to allow the early sale of the less expensive winter-blend gasoline, which he said could bring down prices spiking after a series of in-state refinery problems. The move came about a month before that year's elections, which included Proposition 30, Brown's tax initiative.

"In light of the tight gasoline supplies and resulting price spikes, we should not wait until the end of the month to start production of our winter-blend gasoline," Brown said in a letter to the Air Resources Board at the time. "Allowing refiners to make an early transition to winter-blend gasoline could quickly increase fuel supply and provide a much needed safety valve with negligible air quality impacts."

Call David Siders, Bee Capitol Bureau, (916) 321-1215. Follow him on Twitter @davidsiders.

<http://www.fresnobee.com/2014/06/30/4002812/industry-groups-stir-opposition.html>

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"The producers are going to say that prices are going to go soaring, and the environmentalists say, "Oh, its no big deal,"" DeHaan said. "I think the truth lies somewhere in the middle. ... It's not the doom and gloom that the oil lobby would have you believe, and it's not nothing, like the environmentalists would have you believe. It certainly will be felt by motorists."

Brown, a third-term Democrat, is unwavering. Under the existing cap-and-trade program, big industrial polluters have been required to reduce emissions or buy allowances since 2012, and Stanley Young, a spokesman for the Air Resources Board, said many companies coming under the cap in January have bought allowances ahead of time. He declined to say how much any oil supplier has already purchased, but he said "many of these fuel suppliers have been purchasing this, which means that they have been spending money." He suggested the cost of compliance has already been incorporated into the price of fuel.

The ARB itself estimated in 2010 that gas prices could increase 4 percent to 19 percent by 2020 as a result of cap and trade, but ARB officials said that estimate is outdated, and Young said "we don't believe there will be any discernible increase in pricing" next year. He said the total cost of fuel for Californians is expected to decrease in the long run as cars become more fuel efficient and as public transportation and alternative energy options improve.

The average price of a gallon of regular gasoline in California was \$4.13 on Sunday, third highest in the nation behind Alaska and Hawaii, according to AAA. Prices can fluctuate for any number of reasons in a global market, from seasonal changes in demand to refinery outages and political upheaval in oil-producing countries. But the cost of fuel is a perennial issue in presidential campaigns, and if critics can yoke the decisions of incumbent politicians to higher prices in California, the issue could become problematic for candidates holding state offices, as well.

"It definitely does seem to be a sound bite, and it

is an advantageous one to use during an election cycle," said Timothy O'Connor, an attorney with the Environmental Defense Fund. "That is something we've seen time and time again."

O'Connor said critics of stricter regulations ignore the economic benefits of programs funded by cap and trade, and he said concerns about fuel prices are shortsighted.

"What I'm noticing is that although these elected officials are concerned about the AB 32 fuel policies, the rhetoric of the hidden gas tax is not also paired with any recognition of the design of the program that provides investments and benefits in their communities," O'Connor said.

Transportation fuels make up about 40 percent of statewide emissions, and state Sen. Fran Pavley, D-Agoura Hills, said "all the major polluters have to do their fair share" for the environment.

"I think the oil refineries have decided they'd rather fight this than do what we know they can do to reduce greenhouse gas emissions," said Pavley, the author of AB 32, which requires California to reduce emissions to 1990 levels by 2020. "This isn't the first time we've had a push back from them."

Four years ago, oil companies backed a proposition to suspend AB 32. Voters overwhelmingly rejected it.

This year, the effort by the oil industry appears at least partly designed to inoculate itself from public frustration if prices do go up.

"We're organizing a coalition effort, but frankly it's in our own self-interest, because when prices go up unexpectedly, the public blames us, so we felt we needed to get out there and be a little more proactive," said Jay McKeeman, a vice president at the California Independent Oil Marketers Association.

He said the group is in the midst of a three-month marketing campaign in the Central

Industry groups stir opposition to a cap-and-trade expansion they say will lead to higher gas prices

By David Siders, Fresno Bee, June 30, 2014

In a conference call with oil industry analysts in late 2012, Mike Wirth, a Chevron Corp. executive, took stock of California's greenhouse gas reduction policies and warned that the state's plan to expand its controversial cap-and-trade program to vehicle fuels in 2015 would result in higher prices at the pump.

"If you get fuels under the cap and trade, which is anticipated out towards the middle of this decade, the costs explode and that is where you go from cost in the hundreds of millions of dollars a year to costs in the billions of dollars a year," Wirth said, according to a Thomson Reuters transcript of the call.

Chevron would not absorb the expense, Wirth said, and would pass the cost "into the price of the product."

Chevron's concerns were expressed by other oil companies at the time, part of a years-old debate between business interests and environmentalists over cap and trade. The carbon market is the centerpiece of Assembly Bill 32, the landmark greenhouse gas reduction legislation passed in 2006.

But now, with the heightened sensitivity of an election year and the expansion of the carbon program looming, critics are redoubling their opposition. The California Independent Oil Marketers Association, an industry group, has organized Fed Up at the Pump, which describes itself as a "grass-roots coalition of consumers, businesses and advocates." Neel Kashkari, the Republican candidate for governor, is criticizing Gov. Jerry Brown for what he calls a "hidden" tax on gas, and 40 state lawmakers, including 16 Assembly Democrats, have formally urged the Brown administration to back off the regulation.

The Western States Petroleum Association, which represents oil interests influential at the Capitol, has said it could cost oil companies 12 cents or more a gallon to buy carbon credits for the fuel they sell in California each year.

"If this goes through as planned, in places like the Valley and other communities where money's tight, another 15 cents a gallon?" said Henry Perea, the Fresno assemblyman who wrote a letter signed by 16 Democrats this month to Mary Nichols, chairwoman of the California Air Resources Board. "There's not a lot of public transportation in Fresno. ... We drive, we rely on our cars here, and for gas to go up another 15 cents a gallon is a major hit."

The Brown administration expects to generate about \$550 million in proceeds from cap-and-trade auctions in the upcoming budget year, with funds directed to high-speed rail and other transportation projects, affordable housing and programs designed to reduce emissions. Of the Democrats who signed the letter urging Brown to hold off on the regulation, all but one, Rudy Salas of Bakersfield, voted in favor of the cap-and-trade spending plan in budget-related legislation this month.

"It sounds like in an election year everyone is looking for some political cover on tough issues," said Robin Swanson, a Democratic political consultant. "If gas prices go up in the summer, no one wants to be held accountable for that; no one wants to be left holding that bag."

Patrick DeHaan, senior petroleum analyst for price tracker GasBuddy.com, estimated the expansion of California's cap-and-trade program could result in a 10- to 20-cent-per-gallon increase in fuel prices.

through fracking which among its many drawbacks is the fact that it uses tremendous amounts of water.

Huge acreages of corn and soy are grown using irrigation, water pulled from underground aquifers, that are not recharging fast enough. Large scale animal production —animals fed on corn and soy, also consume water and plenty of it. They also produce plenty of manure that must be disposed of, generally through land spreading and it can, as recent events have shown, produce the real potential for surface and ground water pollution.

Farmers in Mexico faced with imports of cheap U.S. corn were forced off the land as their small acreages could not compete with the subsidized GM corn from the U.S. They migrated to the cities or to the U.S. looking for work, thus a major reason for increased immigration.

Farmers in India eagerly bought into the promises of higher yield and profit from planting GM cotton, only to see the promise

fail. Burdened by debt for seed and fertilizer many turned to suicide as their only escape.

The increases in row crop production and its associated demand for fuel and fertilizer along with the increase in demand for animal agriculture have pushed emissions of green house gases and furthered the advance of climate change.

GM crops have changed agriculture, helping to advance the shift to more industrialized production, higher pesticide use, more land in corn and soy demanding more water and fertilizer, and less profit for farmers to name just a few of the connections that were never imagined when GM crops were commercialized in 1996.

We need to consider this series of consequences some intended and some not, that have occurred due to the introduction of GM crops. The connections are real and perhaps we need to ask what happens when one part of the system collapses, will the entire food system follow?

Jim Goodman is a dairy farmer from Wonewoc, Wisconsin.

<http://www.counterpunch.org/2014/06/27/will-gm-crops-collapse-the-food-system/>

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CAPP contact: Charlie Peters

Will GM Crops Collapse the Food System?

By Jim Goodman, CounterPunch, June 27-29, 2014

When Genetically Modified (GM) crops were first planted commercially in 1996 they were just another technological innovation that fit well into the trend of larger farms and fewer farmers. Since weed control was a time consuming task, chemicals that killed the weeds without harming the crop struck farmers as a good idea.

Often when a technology is introduced one never considers why it was introduced or what future events and connections may be put in motion. Clearly the trend to global crop production and marketing has changed the face of agriculture. Now we are left to decide if it was a good thing, this world changing shift in crop production brought about by GM crops.

While GM has been very widely adopted and praised by some, particularly in the U.S., Canada and South America, results have been mixed, at best, in India and Africa. American farmers have used the technology to convert vast swaths of land from prairies, tropical rain forests and former mixed livestock/crop farms into a vast corn/soy mono-culture.

After nearly 20 years of GM crops, genetic modifications for herbicide resistance and pest resistance are still the only two commercially viable traits of any significance. There are no yield genes that will revolutionize farming, and weeds and insects are quickly developing resistance to the GM technologies.

When Monsanto and other corporations involved in seed research and development brought GM seed to the market, what was their reason? Obviously they saw an opportunity for profit, that is what corporations do.

While everyone is supposed to accept the

altruistic justification for GM, that it will “feed the world”, I doubt they ever planned to give any GM technology away in developing countries or even sell the new technologies at cost. Their rigorous control of GM through patents and legions of lawyers waiting to sue for any possibility of patent infringement, attest to the fact that this is a profitable science and they intend to play it to the bitter end.

World grain prices plummeted due to the increased world supply of corn and soy, which was in no small part made possible by the introduction of GM crops. Many countries have refused shipments of GM grain from the U.S. further tightening the margins for grain farmers.

The vast majority of the world grain glut was fed to animals, putting more meat into diets around the world. The use of corn for ethanol production (in the guise of a renewable fuel) was also clearly made possible by vast acreages of GM.

GM seed is expensive and it needs herbicide application (higher levels every year) and heavy fertilizer applications in order to maximize its yield potential. These inputs also cost money. Farmers who use the GM production system tell me they can be profitable by making pennies per bushel of yield— provided they have enough acreage and good weather.

Pesticides and manufactured fertilizer are made from oil, inputs are transported from production site to farms worldwide, using more oil. Grain and grain fed animal products are marketed world wide using more oil.

Given that oil sources are drying up, or located in unstable parts of the world, the U.S. is seeking more domestic production

China's GMO Ban Costs US Corn Traders \$ 427 Million in Sales – Russia Banned Import of GMO Food

By Ch/L – NSNBC, April 12th, 2014

The US National Grain and Feed Association (NGFA) reported on Friday, that China's ban on US corn containing traces of unapproved genetically modified maize caused a significant drop in US exports that has cost US traders \$427 million in sales. Last year Mexico banned GMO corn. Last week, Russia banned the import of GMO food into the country.

The NFGA reports that China, overall, has barred nearly 1.45 million tons of corn shipments since 2013. The data have been accumulated from export companies and are significantly higher than previous figures which were around 900,000 tons. The NFGA report states that US corn exports to China have fallen with 85 percent from the same period the year before.

China banned shipments of corn containing GMO or residues of GMO in November 2013 after the discovery of the MIR162 genetically modified corn strain in US shipments. The strain has been developed by the company Syngenta and has not been approved for import by Chinese authorities since the company filed an application for approval in March 2010.

China decided to ban the US GMO corn and shipments with GMO residues despite the fact that the country has increased its overall import over the last decade. Before the ban on the Syngenta strain, China was the US's third largest importer of US corn. The NGFA

calls on US companies not to introduce new seed varieties to the markets before they have been approved for export to targeted export markets including China. Although China, so far, has approved 15 strains of GMO corn for import into the country, the discovery of the unapproved strain in shipments prompted Chinese authorities to sharpen its conditions about trade with the USA.

In 2013, the United States' southern neighbor Mexico implemented a total ban on all GMO corn after a Mexican judge declared GMO corn to be an immediate hazard for the health of Mexican consumers. Last week, Russia banned the import of GMO food and tightened its regulations on the import of non-food GMO products. Addressing pressure from the side of foreign governments and corporations, especially from the United States, the Russian Prime Minister, Dmitry Medvedev, stressed that Russia has enough space and opportunity to produce a sufficient amount of organic food, and that the Americans could eat GMO food themselves, if they like to eat it.

The developments in China, Mexico, Hawaii and Russia represent a relatively significant segment of the world market and may cause Syngenta, Monsanto, BASF and other of the GMO giants to reconsider long-term strategies. The development could also indicate that Russia could aim at covering some of China's corn import with non-GMO corn.

Ch/L – nsnbc 12.04.2014

<http://nsnbc.me/2014/04/12/chinas-gmo-ban-costs-us-corn-traders-427-million-in-sales-russia-banned-import-of-gmo-food/>

CAPP contact: Charlie Peters

Monday, February 4, 2013

Contact: (415) 703-5837

OAKLAND-- Attorney General Kamala D. Harris filed a civil lawsuit on February 1 against BP West Coast Products, BP Products North America, Inc. and Atlantic Richfield Company for allegedly violating state laws governing hazardous materials and hazardous waste by failing to properly inspect and maintain underground tanks used to store gasoline for retail sale at more than 780 gas stations in California.

"Safe storage of gasoline is not only common sense, it is essential to protecting the integrity of California's groundwater resources," Attorney General Harris said. "California's hazardous waste laws safeguard public health and this lawsuit ensures proper maintenance of the tanks that store fuel beneath California's communities."

Attorney General Harris was joined in this enforcement action by Alameda County District Attorney Nancy E. O'Malley, Glenn County District Attorney Robert Maloney, Merced County District Attorney Larry D. Morse II, Nevada County District Attorney Clifford Newell, Placer County District Attorney R. Scott Owens, San Bernardino County District Attorney Michael A. Ramos, Stanislaus County District Attorney Birgit Fladager and Yuba County District Attorney Patrick McGrath.

The complaint filed February 1 in Alameda County Superior Court alleges that, since

October 2006, the BP companies and ARCO have improperly monitored, inspected and maintained underground storage tanks used to store gasoline for retail sale. The complaint alleges that the defendants tampered with or disabled leak detection devices, and failed to test secondary containment systems, conduct monthly inspections, train employees in proper protocol, and maintain operational alarm systems, among other violations. The lawsuit also alleges that the defendants improperly handled and disposed of hazardous wastes and materials associated with the underground storage tanks at retail gas stations throughout the state.

The complaint follows a recent statewide investigation led by Attorney General Harris's office, which found violations of hazardous materials and hazardous waste laws and regulations at BP gas stations in 37 counties across the state.

In January 2012, the Attorney General's office filed a similar lawsuit against Phillips 66 and ConocoPhillips:

<http://oag.ca.gov/news/press-releases/attorney-general-kamala-d-harris-sues-phillips-66-and-conocophillips-over>.

Deputy Attorney Generals Brett J. Morris and Deborah Halberstadt are prosecuting the case for Attorney General Harris's Environment Section.



Clean Air Performance Professionals

Wednesday, October 17, 2012

Karen Ross, Secretary
1220 N Street
Sacramento, California, U.S.A. 95814
FAX: 916-657-4240

Clean Air Performance Professionals
21860 Main Street, Ste A
Hayward, California 94541
(510) 537-1796
cappcharlie@earthlink.net

Dear Secretary Ross.

I'm confused, that a graph of ethanol used in our gas and the price we pay for fuel sure paints an interesting picture.

An op-ed from May 1, 2002 warned the Bush legislation requiring ethanol might create a 10% increase in fuel price.

An internet search indicated California fuel ethanol use was very minor and with a pump price of about \$1.37 per gallon of regular CA CARB fuel.

Fed EPA told CARB's board Chair to use 5.6% and the fuel price went up.

More time passed and Mary Nichols crew went for 10% and the price goes up.

We now are at 10% and considering 15% and the price has went from about \$1.37 to \$5.00.

The California Government regulators say we use about 14 billion gallons of fuel per year.

So if the price has changed over \$3.00 in a decade the ethanol laced fuel price increase may be about \$40 Billion per year. Is it time for California to request a waiver from EPA? California may have enough energy supply to last a few years.

Received an e-mail rumor today that the US has energy supply to cover decades.

Should California request a waiver of the ethanol mandate so fuel ethanol is voluntary?

CAPP contact: Charlie Peters

Fuel Standard Could Cost Restaurants Billions

By Charlie Peters, Environmental Leader, December 1st, 2012

(snip)

- * California CARB fuel was close to zero ethanol in our fuel in 1992..
- * 1992 fuel price about \$1.40 per gallon.
- * Ethanol push from fed EPA and friends pushed ethanol to 5.6% and we paid more for our fuel.
- * Fed EPA and Big oil refiners pushed the oxygenate to 10% and we paid more.
- * Now BP GMO fuel is pushing for over \$1.00 in corporate welfare with 15% of the fuel market while cutting back Oil and refining
- * Will BP GMO fuel patents generate credit trade income from the Big oil industry with the Queen Mother help.
- * The Queen banker friends may want a share.
- * So, how big does California ethanol bill need to be to qualify for the EPA waiver?
- * Can Mary Nichols and Governor Brown support a BP GMO fuel ethanol waiver? Motorcycle, Classic car, Lawn tool engines, Boat, & the beef just might like a choice of fuel ethanol opinion, a waiver. Can Governor Brown use the 10th amendment to support California waiver.

<http://www.environmentalleader.com/2012/11/29/pwc-fuel-standard-could-cost-restaurants-billions/>

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CAPP contact: Charlie Peters

Clean Air Performance Professionals

21860 Main Street Ste A
Hayward, California 94541
Sunday, July 17, 2011

Mr. President
Barack Obama
The White House
1600 Pennsylvania Ave NW
Washington, DC 20500
(202) 456-1414
fax: (202) 456-2461

RE: Jobs and food.

Good afternoon Mr. President,

Thank you for raising the issue of change.

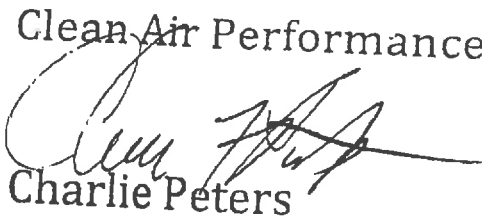
The **genetically modified organism** (GMO) corn fuel ethanol, welfare for Big oil refiners and Government Motors, seems to add more cars on the road.

I also was born in Hawaii and left soon after December 7 1941.

Will GMO corn from ethanol production affect the beef?

(CAPP is a coalition of motorists)

Clean Air Performance Professionals



Charlie Peters

cc to interested parties.

CAPP contact: Charlie Peters

Top Ten Facts about Ethanol

By James S. White, CAL Gasoline

- * 1 Ethanol is listed as a known human carcinogen by the International Agency for Research on Cancer.
- * 2 The cost of Reformulated Gasoline with ethanol will increase 3-6 cents per gallons compared to RFG with MTBE.
- * 3 Spills of pure ethanol or gasoline containing ethanol from leaking storage tanks can create a benzene plume up to 150% larger than a spill from a non-ethanol fuel.
- * 4 Ethanol cannot be shipped by pipeline because of its high affinity for water posing significant distribution costs and hurdles for gasoline blenders.
- * 5 According to a study by Cornell University, for every gallon of ethanol produced, 1.4 gallons of energy is consumed in the process, compared to 0.15 gallons used in the manufacture of gasoline.
- * 6 It takes 1.5 gallons of ethanol (E-85) to drive as many miles as one gallon of gasoline.
- * 7 Every gallon of ethanol removes 53 cents from the Federal Highway Trust Fund because of a special tax break for producers.
- * 8 Ethanol increases the vapor pressure of gasoline by 1 psi. resulting in higher evaporative emissions of Volatile Organic Compounds, while tailpipe emissions of Acetaldehyde increase 150%.
- * 9 Ethanol permeates the hoses and lines of automobile fuel systems resulting in a 50% increase in VOC emissions for pre 1995 cars.
- * 10 Ethanol dissolves oxide scale from the walls of pipes and tanks, subjecting the systems to internal corrosion, which leads to leaks

<http://www.calgasoline.com/facttopten.htm>

CAPP contact: Charlie Peters

Clean Air Performance Professionals (CAPP)

30 April 2006

“Gas Prices”

Charlie Peters is from the San Francisco Bay Area. He has a background as an automotive professional and is the founder of Clean Air Professionals, (CAPP) a Coalition of motorists supporting common-sense regulation of Smog Check and gasoline. He was an eye witness to the attack on Pearl Harbor who strongly believes in standing up for our Constitutional Republic. He believes in having more for less, more choice, better quality, lower gasoline prices and cleaner air. Charlie shares opinions on Smog Check and gasoline oxygenates with anyone who will listen...Gasoline oxygenates have become a major debate in California, U S A & the World.

(CAPP contact: Charlie Peters / (

International Renewable Fuels Fellowship Announced by Eisenhower Fellowships

PRNewswire, Eisenhower Fellowships, Sept. 23, 2005

PHILADELPHIA, Sept. 23 /PRNewswire/ -- Eisenhower Fellowships is pleased to announce that it is accepting applications for its 2006 agriculture fellowship program focused on "International Use and Trade in Renewable Fuels (such as ethanol and biodiesel)." The program is for farmers with an established leadership track, aged 32-45, who are on their way to playing increasingly prominent leadership roles in the agriculture sector. Fellows are chosen to travel abroad for 4 to 8 weeks, with an individually-tailored itinerary of meetings with counterparts and key professionals in positions of leadership in another country.

Selection is highly competitive and based on a record of demonstrated professional leadership, potential for continued development, and a long-term commitment to the agriculture sector. The fellowship covers all international and domestic travel, hotel accommodations, and meals for Fellow

and spouse.

Eisenhower Fellowships is a private, non-profit, non-partisan organization seeking to foster dialogue and leadership through the exchange of information, ideas, and perspectives among emerging leaders throughout the world. Established in 1953 as a birthday tribute to President Dwight D. Eisenhower, the organization has sponsored some 1,600 Fellows from more than 100 countries. The chairman of Eisenhower Fellowships is Dr. Henry A. Kissinger; former President George H.W. Bush is honorary chairman. For more information and to download an application please visit our website at <http://www.eisenhowerfellowships.org> or contact Julia Ransom at jransom@eisenhowerfellowships.org. Application deadline is December 2, 2005, with finalist interviews held in Philadelphia in January 2006.

SOURCE Eisenhower Fellowships

Web Site: <http://www.eisenhowerfellowships.org>

<http://www.prnewswire.com/cgi-bin/stories.pl?ACCT=104&STORY=/www/story/09-23-2005/0004114382&EDATE=>

CAPP contact: Charlie Peters /

Renewable Energy Action Project Named Clean Air Trust 'Villain of the Month'

Frank O'Donnell, Clean Air Trust, July 20th, 2004

WASHINGTON, July 19 /U.S. Newswire/ — The following statement on the July "Villain of the Month" was released today by the Clean Air Trust: Why would an organization claiming to represent environmental groups favor dirtier air in California?

And is there a connection to a race for a U.S. Senate seat from California?

These are mysteries raised by this month's "clean air villain of the month" for July 2004 — the California-based Renewable Energy Action Project (REAP).

The organization, whose letterhead says it represents such well-known entities as Greenpeace and the Bluewater Network, raised eyebrows earlier this month when it sided with pro-Bush administration corn growers and attacked a coalition of respected clean-air advocates who seek to permit California gas stations to sell gasoline without the forced use of ethanol.

The clean-air coalition, which includes the Sierra Club, American Lung Association, Physicians for Social Responsibility, Natural Resources Defense Council, Environmental Defense, U.S. Public Interest Research Group, National Environmental Trust, Clean Air Trust Education Fund, and Our Children's Earth Foundation, had urged EPA Administrator Mike Leavitt to grant California's request to waive mandatory use of ethanol in reformulated gasoline sold in California.

"In California, the federal oxygen requirement met with ethanol exacerbates already unhealthy levels of air pollution throughout the state," the coalition noted. "We

believe the need to grant California's oxygen waiver request is urgent. It would benefit public health and the environment and could very well lower gasoline prices almost immediately."

The clean-air coalition's request appeared to upset REAP, which told Inside EPA's Clean Air Report that it was "at odds" with the clean-air coalition on this issue. "The national environmental groups have not been involved in the California process and have no understanding of it," a REAP source told the publication.

In fact, the clean-air coalition based its comments on detailed research by the California Air Resources Board, which believes that mandatory ethanol use will make it harder to meet clean air standards for deadly fine particle matter.

So why does REAP support the mandatory use of ethanol even when the state of California says that will mean dirtier air? REAP claims it knows more about the issue than the state's scientists. But some people say it's because the group is closely affiliated with the ethanol industry.

REAP appears on a media "contact list" put out by the Renewable Fuels Association, whose board includes not only small ethanol producers, but big-corn growers such as Archer Daniels Midland. And REAP's positions on ethanol echo those of the industry.

We do know the issue is politically volatile — at both the national and state levels. It is widely believed that the Bush administration is sitting on California's request to avoid offending voters in corn-growing states, including Iowa. There was added evidence for this

thesis last week, when the National Corn Growers Association gave the Bush administration the "friend of corn growers award."

The Iowa media reported the award came in part because the Bush administration had stonewalled California's request to permit sales of cleaner gasoline without ethanol. "By doing so, corn growers said the 650-million-gallon ethanol market was preserved. Iowa continues to build and open new ethanol plants increasing the demand for corn," the Waterloo/Cedar Falls (Iowa) Courier reported.

The California/ethanol clash is also a point of controversy in a race in California for a U.S. Senate seat: Republican candidate Bill Jones is part owner of an ethanol company. His opponent, incumbent Senator Barbara Boxer (D-Calif.) is among those who have repeatedly urged EPA to permit California to sell reformulated gasoline without ethanol.

One footnote to that Senate race: Jones founded Pacific Ethanol Inc. in 2002, a year after the Bush administration rejected California's waiver request. A federal court later ruled the Bush administration acted illegally. Pacific Ethanol and related properties are being acquired by Accessity Corp. in a merger said to be worth tens of millions of dollars. Jones announced last week that he would invest \$2 million of his own money in the Senate race. As the Los Angeles Times noted last week, "His wealth — at least on paper — increased dramatically this spring with the announced merger."

Pacific Ethanol's Chairman and CEO is Neil Koehler, who also heads the California Renewable Fuels Partnership. Which is a prominent member of REAP.

<http://www.sciscoop.com/2004-4-4-231450-2967.html>

(CAPP contact: Charlie Peters /

"Leaks from the Condit camp now suggest that Mr Condit had a private meeting with Mr Cheney on May 1, just 30 minutes before Ms Levy logged off from her computer for the last time."

<http://www.guardian.co.uk/world/2001/jul/23/usa.dickcheney/print>

"Gary A. Condit (D-Calif.) has introduced legislation, in the opening days of the 107th Congress, to help drive gasoline prices down while protecting the environment. HR 52 seeks to relieve California from federally mandated year-round gasoline oxygenate requirements while preserving the full benefits of California's reformulated gasoline program."

What They Didn't Say

Stella, Hemmings Motor News, MARCH 2001

(Gary Condit, Dick Cheney, Chandra Levy, ENRON, Arnold, Gray Davis, MTBE, ethanol & Alex Farrell)

(snip)

"Rep. Gary A. Condit (D-Calif.) has introduced legislation, in the opening days of the 107th Congress, to help drive gasoline prices down while protecting the environment. HR 52 seeks to relieve California from federally mandated year-round gasoline oxygenate requirements while preserving the full benefits of California's reformulated gasoline program. Condit introduced the bipartisan legislation with another member of the California delegation, Rep. Chris Cox. 'California already meets Environmental Protection Agency requirements for reducing emissions of toxic air pollutants and ozone-forming compounds,' Condit said. 'When a state meets these requirements, under this legislation, they would not be required to add oxygenates to gasoline'."

<http://clubs.hemmings.com/clubsites/capp/mar01.html>

CAPP contact: Charlie Peters